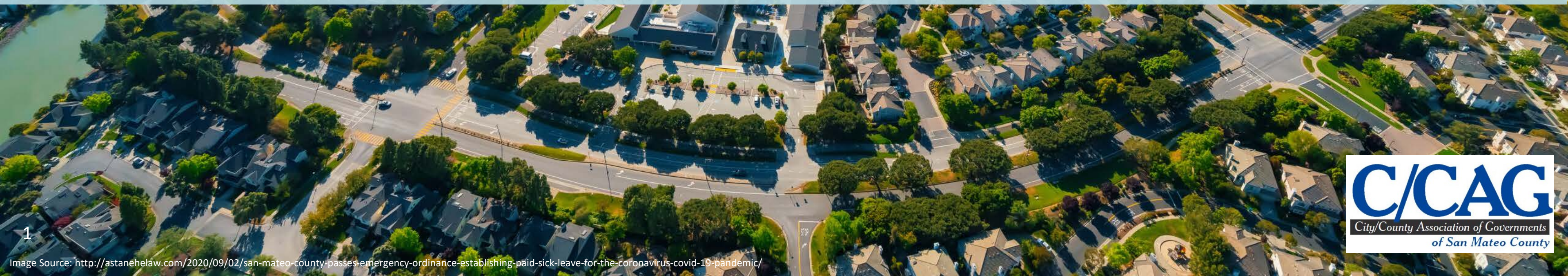




C/CAG TDM Policy – Proposed Amendments

February 13, 2025 Board of Directors Meeting



Background / Purpose of the TDM Policy

- Mitigate adverse impacts on the CMP network
- Updated TDM Policy was adopted as part of the 2021 CMP, effective January 1, 2022
- Emphasis on moving more people and reducing SOV travel

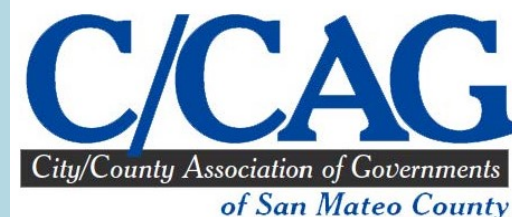


Transportation Demand Management Policy Implementation Guide

APRIL 2022

FOR City/County Association of Governments of San Mateo County

PREPARED BY Advanced Mobility Group



Who is affected?

- All member jurisdictions must report to C/CAG new development applications with > 100 ADT unless exempted



Policy Requirements

Any project that will generate ≥ 100 ADT:

- Submit TDM Checklist
 - Implement measures to achieve 25-35% SOV trip reduction
- Participate in on-going monitoring and reporting

Applicant selects from a variety of options to achieve trip reduction target.



About this Form

Any new development project anticipated to generate at least 100 average daily trips is subject to the C/CAG TDM Policy and must complete a TDM Checklist and implement associated measures to mitigate traffic impacts. [Read more at ccagtdm.org](#)

Questions?
support@ccagtdm.org

A Applicant Information

Project Address		Contact First and Last Name
Parcel Number		Contact Phone Address
Application Date		Contact Email Address
Project Jurisdiction		

B Trip Reduction Target

Select one option based on your project's distance to high quality transit

[Read more about high quality transit at ccagtdm.org/high-quality-transit](#)

Identify your project type

<input type="checkbox"/> TOD Less than 1/2-mile from high quality transit service 25% Trip Reduction Required	<input type="checkbox"/> Transit Proximate 1/2 to 3 miles from high quality transit service 35% Trip Reduction Required	<input type="checkbox"/> Non-Transit Proximate More than 3 miles from high quality transit service 35% Trip Reduction Required
---	---	--

C Required Measures

You must select all measures that apply for your project type

[Click on each measure's title for more information](#)

Measure	Project Types	Percentage	Yes
1 M1 - Free/Preferential Parking for Carpools Provide free or preferential parking, including reserved spaces or spaces near an entrance or other desirable location, to incentivize ridesharing.	ALL	1%	<input type="checkbox"/>
2 M3 - TDM Coordinator/Contact Person Provide TDM coordinator/liaison for tenants. May be contracted through 3rd party provider, such as Commute.org.	ALL	0.5%	<input type="checkbox"/>
3 M4 - Actively Participate in Commute.org or Transportation Management Association (TMA) Equivalent Obtain certification of registration from Commute.org or equivalent TMA incorporation documents. Select only one based on Project Type	TOD & Non-transit Proximate	6.5%	<input type="checkbox"/>
	Transit Proximate	16.5%	<input type="checkbox"/>
4 M5 - Carpool or Vanpool Program Establish carpool/vanpool program for tenants and register program with Commute.org.	ALL	2%	<input type="checkbox"/>
5 M6 - Transit or Ridesharing Passes/Subsidies Offer tenants passes or subsidies for monthly public transit or ridesharing costs incurred, equivalent to 30% of value or \$50 - whichever is lower.	ALL	10%	<input type="checkbox"/>
6 M7 - Pre-Tax Transportation Benefits Offer option for tenants to participate in a pre-tax transit program to encourage the use of sustainable transportation modes and leverage pre-tax income to pay for commute trip costs.	ALL	1%	<input type="checkbox"/>
7 M8 - Secure Bicycle Storage Comply with CalGREEN minimum bicycle parking requirements.	ALL	1%	<input type="checkbox"/>
8 M9 - Design Streets to Encourage Bike/Ped Access Design adjacent streets or roadways to facilitate multimodal travel.	ALL	1%	<input type="checkbox"/>
9 M25 - Showers, Lockers, and Changing Rooms for Cyclists These amenities serve as end of trip facilities for employees arriving by bike or other active transportation forms.	ALL	2%	<input type="checkbox"/>
10	Total from Required Measures Sum percentages from each selected measure from rows 1-9		<input type="text"/> %

Exemption Process

- Policy includes an exemption process for local jurisdictions that adopt their own TDM programs.
- Local jurisdiction must demonstrate how their city-wide TDM regulations will ensure projected single-occupant vehicle (SOV) reduction percentages meet or exceed 25% for TOD and small residential projects, and 35% for all other project land use types. (Must apply to all projects other than sf residential)
- Two cities have TDM Ordinances that have been determined to meet thresholds for Exemption – East Palo Alto & Redwood City

Initial Implementation – Common Issues/Concerns

- 100% Affordable Housing projects should be exempted
 - Need to remove barriers to construction of affordable housing
- Exemption Process is too prescriptive
 - Local jurisdictions with an adopted TDM program should have more latitude in addressing trip reduction requirements while maintaining the C/CAG program goals.

Affordable Housing Amendment

- C/CAG's VMT/GHG Mitigation program identified affordable housing as an effective mitigation measure for VMT/GHG impacts
- Fehr & Peers' study reviewed relevant evidence and concludes that affordable housing projects achieve the trip reduction goals.
 - CAPCOA 2021 Handbook cites 28.6% fewer trips compared to market rate multi-family
 - 2024 CARB Study notes significant VMT reduction benefits

Affordable Housing Amendment – cont.



- Consider the following amendment language:
 - The TDM Policy only applies to multi-family residential developments only. Single-family home and 100% affordable deed restricted housing developments are exempt~~ed~~ from this TDM Policy.

Exemption Process Amendment

- C/CAG's TDM Policy is intended as a foundational TDM program
- Local jurisdictions have the ability to improve on C/CAG's policy, particularly in the area of monitoring, reporting and enforcement.
- C/CAG staff requests greater latitude to determine whether a local TDM plan can be exempted
- Proposed amendment:
 - At the discretion of the C/CAG Executive Director, C/CAG may consider minor deviations from the criteria listed above where it can be objectively demonstrated that a locally adopted TDM plan is substantially consistent with these criteria and is likely to generate superior city-wide results to the C/CAG TDM Policy through implementation of trip reduction targets, monitoring, reporting, enforcement mechanisms and/or other documented measures that are materially more robust than those in the C/CAG policy. Such requests shall be supported by clearly written, professionally prepared documentation submitted to C/CAG by the jurisdiction's public works director or city engineer.

Committee Input – TAC & CMEQ

TAC

- Requested minor changes regarding the overall exemption language (included in current proposal)
- Directed that the CD and Planning Directors weigh in on the affordable housing exemption

CMEQ

- Supported providing the ED more discretion in determining a local plan can be exempted.
- Did not support exemption for 100% affordable housing projects
 - State law already provides wide range of concessions – permit streamlining, reduced or no parking, density bonuses, height/FAR increases; no additional concessions are warranted

Next Steps

- Open the public hearing to consider amendments to the C/CAG TDM Policy addressing 100% affordable housing projects and the TDM policy thresholds for exemption from C/CAG's policy requirements
- Take comments and continue the public hearing to March 13, 2025, where a final recommendation will be presented for consideration.



Questions?

Susy Kalkin, Transp. Systems Coordinator – kkalkin@smcgov.org

